

May 10, 2011

Betty McCauley
Chief of Docketing
The Public Utilities Commission of Ohio
180 East Broad Street
Columbus, OH 43215

SUBJECT: Case Nos. 10-0388-EL-SSO
89-6006-EL-TRF

Dear Ms. McCauley:

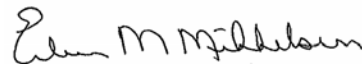
In response to and in accordance with the Commission Opinion and Order in Case No. 10-388-EL-SSO dated August 25, 2010 adopting the Stipulation and Recommendation, Supplemental Stipulation, and Second Supplemental Stipulation ("ESP Order"), please file the attached tariff pages on behalf of Ohio Edison Company. More specifically, Riders ELR, OLR, GCR, RTP, CPP, GEN and EDR have been modified in accordance with the Order. New Riders NMB (Non-Market-Based Services) and DCR (Delivery Capital Recovery) are also included with this filing. Riders AMI and DSE originating from Case Nos. 09-1820-EL-ATA and 09-0580-EL-EEC respectively, are included and reflect pricing subsequently approved in those cases.

The Table of Contents pages reflect the above referenced changes and additions, as well as the removal of Riders that automatically expire as of their own terms on or before May 31, 2011 including Temporary Energy Efficiency, DTC, and GRN.

The Summary Rider is also included to reflect both the foregoing modifications as well as the implementation of the PIPP Customer Discount approved as part of the ESP Order. The Riders that comprise the Price-to-Compare (PTC) for purposes of the PIPP Customer Discount are separately denoted.

Please file one copy of the tariffs in each of the above mentioned Case Nos. 10-0388-EL-SSO and 89-6006-EL-TRF, and provide two copies to the Staff. Thank you.

Sincerely,



Eileen M. Mikkelsen
Director, Rates & Regulatory Affairs

Enclosures

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The following rates, rules and regulations for electric service are applicable throughout the Company's service territory except as noted.

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SUMMARY RIDER

Rates and charges included in the rate schedules listed in the following matrix shall be modified consistent with the terms and conditions of the indicated Riders:

<i>Rider - (Sheet)</i>	Rate Schedule							
	RS	GS	GP	GSU	GT	STL	TRF	POL
Q Advanced Metering Infrastructure / Modern Grid - (106)	●	●	●	●	●	●	●	●
Q Alternative Energy Resource ^(**) - (84)	●	●	●	●	●	●	●	●
Business Distribution Credit - (86)		●	●					
Deferred Fuel Cost Recovery - (118)	●	●	●	●	●	●	●	●
A Deferred Generation Cost Recovery - (117)	●	●	●	●	●	●	●	●
Q Delivery Capital Recovery - (124)	●	●	●	●				
Delivery Service Improvement - (108)	●	●	●	●				
Q Delta Revenue Recovery - (96)	●	●	●	●	●	●	●	●
T Demand Side Management - (97)	●							
T Demand Side Management and Energy Efficiency - (115)	●	●	●	●	●	●	●	●
Q Distribution Uncollectible - (99)	●	●	●	●	●	●	●	●
Q Economic Development ^(**) - (116)	●	●	●	●	●	●	●	●
Economic Load Response Program - (101)			●	●	●			
Experimental Critical Peak Pricing - (113)		●	●	●	●			
Experimental Real Time Pricing - (111)		●	●	●	●			
Fuel - (105)	●	●	●	●	●	●	●	●
Q Generation Cost Reconciliation ^(**) - (103)	●	●	●	●	●	●	●	●
Generation Service ^(**) - (114)	●	●	●	●	●	●	●	●
Hospital Net Energy Metering - (87)		●	●	●	●			
Q Line Extension Cost Recovery - (107)	●	●	●	●	●	●	●	●
Net Energy Metering - (94)	●	●	●	●	●			
Q Non-Distribution Uncollectible ^(**) - (110)	●	●	●	●	●	●	●	●
A Non-Market-Based Services - (119)	●	●	●	●	●	●	●	●
P Non-Residential Deferred Distribution Cost Recovery - (121)		●	●	●	●	●	●	●
Optional Load Response Program - (102)			●	●	●			
Partial Service - (24)		●	●	●	●			
Q PIPP Uncollectible - (109)	●	●	●	●	●	●	●	●
Reasonable Arrangement - (98)		●	●	●	●			
P Residential Deferred Distribution Cost Recovery - (120)	●							
Residential Distribution Credit - (81)	●							
Residential Generation Credit - (123)	●							
School Distribution Credit - (85)		●	●	●				
State kWh Tax - (92)	●	●	●	●	●	●	●	●
A Transmission and Ancillary Services - (83)	●	●	●	●	●	●	●	●
P Universal Service - (90)	●	●	●	●	●	●	●	●

● - Rider is applicable or available to the rate schedules indicated

A - Rider is updated/reconciled annually

Q - Rider is updated/reconciled quarterly

T - Rider is updated/reconciled twice per year

P - Rider is updated/reconciled periodically

SUMMARY RIDER**PIPP CUSTOMER DISCOUNT:**

Customers who participate in the Percentage of Income Payment Plan (PIPP) program shall receive a six (6) percent discount off of the otherwise applicable Price to Compare (PTC). A customer's PTC is the total of the above referenced applicable Riders (those denoted by "(**)" per billing period. This discount shall remain in effect through May 31, 2014.

RIDER ELR
Economic Load Response Program Rider

APPLICABILITY:

This Economic Load Response Program Rider ("Program") is available to customers taking service from the Company at primary voltages or higher voltages provided that all of the following seven conditions are met at the time of initiation of service to the customer under this Rider and on a continuing basis thereafter: (i) the customer took service under the Company's interruptible tariffs set forth below as of February 1, 2008; (ii) the customer can successfully demonstrate to the Company that it can reduce its instantaneous measured load to a pre-established contract Firm Load (as defined under Other Provisions, paragraph A., below) within two hours of notification provided by the Company without the need of a generator (A customer may intend to use a generator to reduce its usage to below its Firm Load, but if the generator does not operate, the customer must still reduce its usage to or below its Firm Load. Failure of a customer to reduce its usage to or below its Firm Load shall result in the consequences listed in the Emergency Curtailment Event Section herein.); (iii) the customer executes the Company's standard Program contract; (iv) the customer is taking generation service from the Company; (v) the customer is not participating in any other load curtailment or demand response program, including without limitation a demand response program offered by PJM Interconnection, L.L.C. ("PJM") or any other independent system operator; (vi) the customer commits its demand response capability to Company for integration into Company's R.C. § 4928.66 compliance programs; and, (vii) the Commission finds that the demand response capabilities of customers electing service under this rider shall count towards the Company's compliance with the peak demand reduction benchmarks set forth in R.C. § 4928.66 as applied by the Commission's applicable rules and regulations and shall be considered incremental to interruptible load on the Company's system that existed in 2008. Nothing herein shall preclude a customer from requesting and receiving an exemption from any mechanism designed to recover the cost of energy efficiency and peak demand reduction programs to the extent the exemption is requested to reasonably encourage the commitment of customer-sited capabilities to the Company.

Interruptible Electric Arc Furnace Rate	Original Sheet No. 29
Interruptible Rider – General Service Large and High Use Manufacturing	Original Sheet No. 73
Interruptible Rider – Metal Melting Load	Original Sheet No. 74
Interruptible Rider – Incremental Interruptible Service	Original Sheet No. 75

RATES:

In addition to any other charges under any other rate schedules applicable to customer's service, customers participating in the Program shall also pay the charges and receive the credit set forth below:

Charges:

Program Administrative Charge: \$150.00 per month

EBT Charge:

During an Economic Buy Through Option Event (as defined under Other Provisions, paragraph E., below), the portion of the customer's actual measured load that exceeds its pre-established contract Firm Load for any and all hours during such event shall be assessed an EBT Charge, which is calculated for each hour of the event as follows:

$$\text{EBT Charge} = (\text{AL} \times \text{MPD}) \times (1 + \text{LAF}) \times ([1/(1 - \text{CAT})])$$

RIDER ELR
Economic Load Response Program Rider

Where:

AL = the customer's actual hourly load during an Economic Buy Through Option Event that exceeds the customer's pre-established contract Firm Load.

MPD = the market price differential, which shall be calculated by subtracting the applicable charges set forth in the Generation Service Rider (GEN) from the PJM LMP for the period in which the Economic Buy Through Option Event occurred for each hour that results in a MPD greater than zero.

PJM LMP is the final Day Ahead Locational Marginal Price as defined and specified by PJM at the appropriate pricing node during the applicable hour(s).

CAT = the Ohio Commercial Activity Tax rate (CAT) as established in Section 5751.03 of the Ohio Revised Code.

LAF = Loss Adjustment Factor
3.0% for primary voltages
0.1% for subtransmission voltages
0.0% for transmission voltages

ECE Charge:

During an Emergency Curtailment Event (as defined under Other Provisions, paragraph D., below), the portion of the customer's actual measured load that exceeds its pre-established contract Firm Load for any and all hours during such event shall be assessed an ECE Charge which is calculated for each hour of the event as follows. Revenue collected by the Company as a result of any ECE Charge less amounts associated with the CAT (as defined above) shall be credited towards costs to be collected through the DSE1 charge of Rider DSE.

ECE Charge = **(AL x PJM LMP x 300%) x (1 + LAF) x ([1/(1-CAT)])**

Program Credit ("PC"):

Customers taking service under this Rider shall receive a monthly Program Credit which shall be calculated as follows:

PC = **CL x (\$5.00) /kW/month**

Where:

CL is the Curtailable Load, which shall be calculated by the Company for each customer by subtracting the customer's contract Firm Load from its monthly highest thirty (30) minute integrated kW load occurring during the non-holiday weekday hours of 11 a.m. to 5 p.m. Eastern Standard Time (equivalent to noon to 6 p.m. EDT). In no circumstance can the CL be negative nor can the CL be in excess of a contract amount determined based upon the customers 12 month history as of February 1, 2008. Holidays are defined as New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

RIDER ELR
Economic Load Response Program Rider

Minimum Bill:

The application of the Program Credit shall not produce a total monthly bill for any customer, after including the effects of all rate schedules and riders, that results in an average price per kWh less than two (2) cents per kWh.

OTHER PROVISIONS:

A. Firm Load

For purposes of this rider, "Firm Load" shall be that portion of a customer's electric load that is not subject to curtailment. A customer may request a reduction to its contract Firm Load no more than once in any twelve month period. The Firm Load may be reduced to the extent that such reduction is consistent with other terms and conditions set forth in this Rider. Any such change in Firm Load shall be applied beginning with the customer's January bill immediately following the year in which the change has been approved by the Company, provided that advance written request is provided to the Company no less than thirty (30) days prior to the effective billing month of the change. The Company may increase the Firm Load at any time if the Company, at its sole discretion, determines the Firm Load is at a level that the customer fails to demonstrate that they can reach. The Company shall promptly notify the customer of any such change.

B. Load Response Program Contract

Customers taking service under this optional Rider shall execute the Company's standard Program contract which, among other things, will establish the Customer's Firm Load and commit the Customer's demand response capability to Company for purposes of Company's compliance with the peak demand reduction benchmarks set forth in R.C. § 4928.66 as applied by the Commission's applicable rules and regulations.

C. Metering

The customer must arrange for interval metering consistent with the Company's Miscellaneous Charges, Tariff Sheet 75.

D. Emergency Curtailment Event

Upon no less than two hour advance notification provided by the Company, a customer taking service under this Rider must curtail all load above its Firm Load during an Emergency Curtailment Event consistent with the Company's instructions. For purposes of this Rider, an Emergency Curtailment Event shall be one in which the Company, a regional transmission organization and/or a transmission operator determines, in its respective sole discretion, that an emergency situation exists that may jeopardize the integrity of either the distribution or transmission system in the area. If the Emergency Curtailment Event is requested solely by the regional transmission organization, the maximum duration that load must be curtailed will be 6 hours and shall be limited to ten events per planning year as defined by PJM. Any interruptions requested by the regional transmission organization will only occur between 12:00 PM (Noon) to 8:00 PM (Eastern Prevailing Time) for the months of May through September and 2:00 PM to 10:00 PM for the months of October through April, on weekdays other than PJM Holidays.

RIDER ELR
Economic Load Response Program Rider

During the entire period of an Emergency Curtailment Event, the customer's actual measured load must remain at or below its Firm Load with such load being measured every clock half hour. A customer's actual measured load shall be determined using the greater of the customer's highest lagging kVA or highest kW during the Emergency Curtailment Event.

If at any time during the Emergency Curtailment Event a customer's actual measured load exceeds its contract Firm Load, the Company may disconnect the customer from the transmission system for the duration of the Emergency Curtailment Event, at the customer's expense. The Company shall not be liable for any direct or indirect costs, losses, expenses, or other damages, special or otherwise, including, without limitation, lost profits that arise from such disconnection.

If at any time during the Emergency Curtailment Event a customer's actual measured load exceeds 110% of its Firm Load, the customer shall be subject to all four (4) of the following: (i) forfeit its Program Credit for the month in which the Emergency Curtailment Event occurred; (ii) pay the ECE Charge set forth in the Rates section of this Rider; (iii) pay the sum of all Program Credits received by the customer under the Program during the immediately preceding twelve billing months which shall include credits from this Rider and the Economic Development Rider; and (iv) the Company's right, at its sole discretion, to remove the customer from the Program for a minimum of 12 months.

If at any time during the Emergency Curtailment Event a customer's actual measured load is greater than 100% and less than or equal to 110% of its Firm Load during the Emergency Curtailment Event, the customer shall forfeit its Program Credit for the month in which the Emergency Curtailment Event occurred and shall pay the ECE Charge set forth in the Rates section of this Rider.

In a calendar year when an Emergency Curtailment Event has not been requested of customers on this Rider between June 1 and August 15, the Company shall simultaneously interrupt all customers on this Rider by September 30 in order to meet the Company's PJM test obligations for Load Management Resources. The duration of this test will be one hour. The Company will schedule the test and Customers shall receive advance notification of the test. All provisions of this Rider shall apply to this test.

In the event of any conflict between the terms and conditions set forth in this Rider and other service reliability requirements and/or obligations of the Company, the latter shall prevail.

E. Economic Buy Through Option Event

Upon no less than a 90 minute advance notification provided to the customer, the Company shall call an Economic Buy Through Option Event ("EBT") when a "Market Premium Condition" exists. A Market Premium Condition is defined as a point in time that the PJM LMP exceeds the product of 1.5 times the wholesale price resulting from the Company's competitive bid process held for generation service commencing on June 1, 2011 and updated anytime there is a price change in generation service. The number of hours of EBT cannot exceed 10% of the hours in any twelve month period beginning in June of each calendar year.

RIDER ELR
Economic Load Response Program Rider

F. Notification

Customers served under this Rider shall be provided notification of Economic Buy Through Option Events and Emergency Curtailment Events by the Company. Customers shall be provided clock times of the beginning and ending of these events, except the Emergency Curtailment Event notification may be stated such that customers must curtail their actual measured load to its Firm Load in two hours from the time the notification is issued. Receipt of notifications set out in this paragraph shall be the sole responsibility of the customer.

Notification of an Economic Buy Through Option Event and Emergency Curtailment Event consists of an electronic message issued by the Company to a device or devices such as telephone, facsimile, pager or email, selected and provided by the customer and approved by the Company. Two-way information capability shall be incorporated by the Company and the customer in order to provide confirmation of receipt of notification messages. Operation, maintenance and functionality of such communication devices selected by the customer shall be the sole responsibility of the customer.

G. Term

This Rider shall become effective for service rendered beginning June 1, 2011, and shall expire with service rendered through May 31, 2014.

A customer may terminate its participation in the Program upon no less than thirty six (36) months advance written notice to the Company. Except as otherwise provided in this Rider, a qualifying customer may return to the Program after a hiatus from the Program of at least one (1) year on the first day of the customer's billing cycle upon at least thirty days prior written notice of the customer's intent to return.

H. Conditions

Payment by the customer of all charges herein is a condition of service under this Economic Load Response Program Rider.

RIDER OLR
Optional Load Response Program Rider

APPLICABILITY:

This Optional Load Response Program Rider ("Program") is available to any customer taking service from the Company at primary voltages or higher voltages provided that all of the following seven conditions are met at the time of initiation of service to the customer under this Rider and on a continuing basis thereafter: (i) the customer has at least one megawatt of Realizable Curtailable Load ("RCL"); (ii) the customer can successfully demonstrate to the Company that it can reduce its instantaneous measured load to a pre-established contract Firm Load (as defined under Other Provisions, paragraph A., below) within two hours of notification provided by the Company without the need of a generator (A customer may intend to use a generator to reduce its usage to below its Firm Load, but if the generator does not operate, the customer must still reduce its usage to or below its Firm Load. Failure of a customer to reduce its usage to or below its Firm Load shall result in the consequences listed in the Emergency Curtailment Event Section herein.); (iii) the customer executes the Company's standard Program contract; and (iv) the customer is taking generation service from the Company under the Generation Service Rider (GEN); (v) the customer is not participating in any other load curtailment program or demand response program, including without limitation a demand response program offered by the PJM Interconnection, L.L.C. ("PJM") or any other independent system operator; (vi) the customer commits its demand response capability to Company for integration into Company's R.C. § 4928.66 compliance programs; and, (vii) the Commission finds that the demand response capabilities of customers electing service under this rider shall count towards the Company's compliance with the peak demand reduction benchmarks set forth in R.C. § 4928.66 as applied by the Commission's applicable rules and regulations and shall be considered incremental to interruptible load on the Company's system that existed in 2008. Nothing herein shall preclude a customer from requesting and receiving an exemption from any mechanism designed to recover the cost of energy efficiency and peak demand reduction programs to the extent the exemption is requested to reasonably encourage the commitment of customer-sited capabilities to the Company. This Rider is not applied to customers during the period the customer takes electric generation service from a certified supplier.

RATES:

In addition to any other charges under any other rate schedules applicable to customer's service, customers participating in the Program shall also pay the charges and receive the credit set forth below:

Charges:

Program Administrative Charge: \$150.00 per month

ECE Charge:

During an Emergency Curtailment Event (as defined under Other Provisions, paragraph D., below), the portion of the customer's actual measured load that exceeds its pre-established contract Firm Load for any and all hours during such event shall be assessed an ECE Charge which is calculated for each hour of the event as follows. Revenue collected by the Company as a result of any ECE Charge less amounts associated with the CAT (as defined below) shall be credited towards costs to be collected through the DSE1 charge of Rider DSE.

$$\text{ECE Charge} = (\text{AL} \times \text{PJM LMP} \times 300\%) \times (1 + \text{LAF}) \times ([1/(1-\text{CAT})])$$

RIDER OLR
Optional Load Response Program Rider

Where:

AL = the customer's actual hourly load during an Emergency Event that exceeds the customer's pre-established contract Firm Load.

PJM LMP is the final Day Ahead Locational Marginal Price as defined and specified by PJM at the appropriate pricing node during the applicable hour(s).

CAT = the Ohio Commercial Activity Tax rate as established in Section 5751.03 of the Ohio Revised Code.

LAF = Loss Adjustment Factor
3.0% for primary voltages
0.1% for subtransmission voltages
0.0% for transmission voltages

Program Credit ("PC"):

Customers taking service under this Rider shall receive a monthly Program Credit which shall be calculated as follows:

PC = RCL x (\$1.95) /kW/month

Where:

RCL is the predetermined realizable curtailable load, which shall be calculated by the Company once per year for each customer by subtracting the customer's contract Firm Load from its Average Hourly Demand ("AHD"). For purposes of this Rider, the AHD shall be the customer's average kW load occurring during the non-holiday weekday hours of 11 a.m. to 5 p.m. Eastern Standard Time (equivalent to noon to 6 p.m. EDT) during the months of June through August, excluding actual hours of any Emergency Curtailment Events occurring during the preceding 12 month period. The RCL shall not exceed the amount of a customer's billing demand in excess of the contracted Firm Load on a monthly basis. The customer shall be provided written notice each year by the Company of the value of the RCL at least thirty (30) days in advance of the effective date of the RCL.

Minimum Bill:

The application of the Program Credit shall not produce a total monthly bill for any customer, after including the effects of all rate schedules and riders, that results in an average price per kWh less than two (2) cents per kWh.

RIDER OLR
Optional Load Response Program Rider

OTHER PROVISIONS:

A. Firm Load

For purposes of this Rider, "Firm Load" shall be that portion of a customer's electric load that is not subject to curtailment. A customer may request a reduction to its contract Firm Load no more than once in any twelve month period. The Firm Load may be reduced to the extent that such reduction is consistent with other terms and conditions set forth in this Rider. Any such change in Firm Load shall be applied beginning with the customer's January bill immediately following the year in which the change has been approved by the Company, provided that advance written request is provided to the Company no less than thirty (30) days prior to the effective billing month of the change. The Company may increase the Firm Load at any time if the Company, at its sole discretion, determines the Firm Load is at a level that the customer fails to demonstrate that they can reach. The Company shall promptly notify the customer of any such change.

B. Load Response Program Contract

Customers taking service under this optional rider shall execute the Company's standard Program contract which, among other things, will establish the Customer's Firm Load and commit the Customer's demand response capability to Company for purposes of Company's compliance with the peak demand reduction benchmarks set forth in R.C. § 4928.66 as applied by the Commission's applicable rules and regulations.

C. Metering

The customer must arrange for interval metering consistent with the Company's Miscellaneous Charges, Tariff Sheet 75.

D. Emergency Curtailment Event

Upon no less than two hour advance notification provided by the Company, a customer taking service under this Rider must curtail all load above its Firm Load during an Emergency Curtailment Event consistent with the Company's instructions. For purposes of this Rider, an Emergency Curtailment Event shall be one in which the Company, a regional transmission organization and/or a transmission operator determines, in its respective sole discretion, that an emergency situation exists that may jeopardize the integrity of either the distribution or transmission system in the area. If the Emergency Curtailment Event is requested solely by the regional transmission organization, the maximum duration that load must be curtailed will be 6 hours and shall be limited to ten events per planning year as defined by PJM. Any interruptions requested by the regional transmission organization will only occur between 12:00 PM (Noon) to 8:00 PM (Eastern Prevailing Time) for the months of May through September and 2:00 PM to 10:00 PM for the months of October through April, on weekdays other than PJM Holidays.

During the entire period of an Emergency Curtailment Event, the customer's actual measured load must remain at or below its Firm Load with such load being measured every clock half hour. A customer's actual measured load shall be determined using the greater of the customer's highest lagging kVa or highest kW during the Emergency Curtailment Event.

RIDER OLR
Optional Load Response Program Rider

If at any time during the Emergency Curtailment Event a customer's actual measured load exceeds its contract Firm Load, the Company may disconnect the customer from the transmission system for the duration of the Emergency Curtailment Event, at the customer's expense. The Company shall not be liable for any direct or indirect costs, losses, expenses, or other damages, special or otherwise, including, without limitation, lost profits that arise from such disconnection.

If at any time during the Emergency Curtailment Event a customer's actual measured load exceeds 110% of its Firm Load, the customer shall be subject to all four (4) of the following: (i) forfeit its Program Credit for the month in which the Emergency Curtailment Event occurred; (ii) pay the ECE Charge set forth in the Rates section of this Rider; (iii) pay the sum of all Program Credits received by the customer under the Program during the immediately preceding twelve billing months which shall include credits from this Rider; and (iv) the Company's right, at its sole discretion, to remove the customer from the Program for a minimum of 12 months.

If at any time during the Emergency Curtailment Event a customer's actual measured load is greater than 100% and less than or equal to 110% of its Firm Load during the Emergency Curtailment Event, the customer shall forfeit its Program Credit for the month in which the Emergency Curtailment Event occurred and shall pay the ECE Charge set forth in the Rates section of this Rider.

In a calendar year when an Emergency Curtailment Event has not been requested of customers on this Rider between June 1 and August 15, the Company shall simultaneously interrupt all customers on this Rider by September 30 in order to meet the Company's PJM test obligations for Load Management Resources. The duration of this test will be one hour. The Company will schedule the test and Customers shall receive advance notification of the test. All provisions of this Rider shall apply to this test.

In the event of any conflict between the terms and conditions set forth in this Rider and other service reliability requirements and/or obligations of the Company including all PJM requirements that may be in effect, the latter shall prevail.

E. Notification

Customers served under this Rider shall be provided notification Emergency Curtailment Events by the Company. Customers shall be provided clock times of the beginning and ending of these events, except the Emergency Curtailment Event notification may be stated such that customers must curtail their actual measured load to its Firm Load in two hours from the time the notification is issued. Receipt of notifications set out in this paragraph shall be the sole responsibility of the customer.

Notification of an Emergency Curtailment Event consists of an electronic message issued by the Company to a device or devices such as telephone, facsimile, pager or email, selected and provided by the customer and approved by the Company. Two-way information capability shall be incorporated by the Company and the customer in order to provide confirmation of receipt of notification messages. Operation, maintenance and functionality of such communication devices selected by the customer shall be the sole responsibility of the customer.

RIDER OLR
Optional Load Response Program Rider

F. Term

This Rider shall become effective for service rendered beginning June 1, 2011 and shall expire with service rendered through May 31, 2014.

A customer may terminate its participation in the Program upon no less than thirty six (36) months advance written notice to the Company. Except as otherwise provided in this Rider, a qualifying customer may return to the Program after a hiatus from the Program of at least one (1) year on the first day of their billing cycle upon at least thirty days prior written notice of their intent to return.

G. Conditions

Payment by the customer of all charges herein is a condition of service under this Optional Load Response Program Rider.

RIDER GCR
Generation Cost Reconciliation Rider

APPLICABILITY:

Applicable to any customer who receives electric service under the Company's rate schedules. The Generation Cost Reconciliation Rider (GCR) charge will apply, by rate schedule, effective for service rendered beginning June 1, 2011, for all kWhs per kWh.

<u>RATE:</u>	<u>GCR1</u>	<u>GCR2</u>
RS	0.2445¢	0.0000¢
GS	0.2445¢	0.0000¢
GP	0.2352¢	0.0000¢
GSU	0.2284¢	0.0000¢
GT	0.2281¢	0.0000¢
STL	0.2445¢	0.0000¢
TRF	0.2445¢	0.0000¢
POL	0.2445¢	0.0000¢

The GCR charge shall be calculated as follows:

$$\text{GCR} = \{[\text{GCR Deferral Balance}] / S\} \times 1/(1 - \text{CAT}) \times \{(1 - \text{LOSS}_{\text{AVG}}) / (1 - \text{LOSS})\}$$

Where:

- i. The calculation period is the three-month period ended two months prior to the effective dates of the updated rider (i.e. three months ended October 31, January 31, April 30, and July 31).
- ii. Each component of the formula includes the aggregated data for The Cleveland Electric Illuminating Company, Ohio Edison Company, and The Toledo Edison Company.
- iii. For any given billing period, only the non-zero GCR charge will be applied.

$$\text{GCR Deferral Balance} = [(\text{B}_P - \text{GCR}_{\text{REV}} - \text{GEN}_{\text{REV}} + \text{E}_S + \text{E}_{\text{CBP}}) + \text{I}]$$

B_P = The actual reconciliation balance, including applicable interest, at the end of the previous calculation period.

GCR_{REV} = The actual revenue associated with Rider GCR, as billed for the calculation period, excluding applicable Commercial Activity Tax.

GEN_{REV} = The actual revenue associated with Riders GEN, RTP and CPP, as billed for the calculation period, excluding applicable Commercial Activity Tax.

E_S = The actual cost of supplying generation service to SSO customers and customers taking service under special contracts for the calculation period.

E_{CBP} = The competitive bidding process expenses.

I = The applicable interest for the calculation period at a monthly rate of 0.7066%.

RIDER GCR
Generation Cost Reconciliation Rider

S	=	The projected kWh sales for the period during which Rider GCR will be charged.
CAT	=	The Commercial Activity Tax rate as established in Section 5751.03 of the Ohio Revised Code.
LOSS	=	The loss factor associated with each rate category based on service voltage. (See Page 1 of Exhibit C to the Application in Case No. 08-0935-EL-SSO).
LOSS_{AVG}	=	The aggregated loss factor.

AVOIDABILITY:

If the **GCR Deferral Balance $\leq (5\% \times E_s)$** for a given calculation period, then GCR1 = GCR and GCR1 is not applied to customers who take generation from a certified supplier.

If the **GCR Deferral Balance $> (5\% \times E_s)$** for a given calculation period, then GCR2 = GCR and GCR2 is not avoidable for customers who take generation from a certified supplier.

Regardless, in the event that a supplier that has been providing power as a result of the competitive bid process defaults during the applicable ESP period, the Company upon its belief that such default will cause the GCR Deferral Balance to exceed the 5% threshold, may determine that the GCR charge is not avoidable for customers who take generation from a certified supplier.

RIDER UPDATES:

The charges contained in this Rider shall be updated and reconciled on a quarterly basis. No later than December 1st, March 1st, June 1st and September 1st of each year, the Company will file with the PUCO a request for approval of the Rider charges which, unless otherwise ordered by the PUCO, shall become effective on a service rendered basis on January 1st, April 1st, July 1st and October 1st of each year, beginning October 1, 2011.

RIDER AMI
Advanced Metering Infrastructure / Modern Grid Rider

APPLICABILITY:

Applicable to any customer who receives electric service under the Company's rate schedules, with the exception of General Service - Transmission (Rate "GT"). This Advanced Metering Infrastructure / Modern Grid Rider charge is a fixed monthly charge and will be effective for service rendered beginning June 1, 2011. This Rider is not avoidable for customers during the period the customer takes electric generation service from a certified supplier.

CHARGE *:

RS	\$ 0.100
GS	\$ 0.504
GP	\$ 7.541
GSU	\$ 7.488
STL (per lighting unit)	\$ 0.022
TRF	\$ 0.092
POL	\$ 0.127

* The charges listed above, except those for rate schedule STL, will be applied per customer, per month. Any customer who receives electric service under rate schedule STL will have the above charge applied per lighting unit, per month.

RIDER UPDATES:

The charges contained in this Rider shall be updated and reconciled on a quarterly basis. No later than December 1st, March 1st, June 1st and September 1st of each year, the Company shall file with the PUCO a request for approval of the Rider charges which, unless otherwise ordered by the PUCO, shall become effective on a service rendered basis on January 1st, April 1st, July 1st and October 1st of each year.

RIDER RTP
Experimental Real Time Pricing Rider

AVAILABILITY:

This Rider is not available to customers during the period the customer takes electric generation service from a certified supplier. This Rider is not available to customers during the period the customer is taking service under Rider ELR or Rider CPP.

The Experimental Real Time Pricing Rider (RTP) shall be applied in lieu of the Generation Service Rider (GEN) to customers participating in this voluntary experimental program.

PROGRAM DESCRIPTION:

The RTP Program is voluntary and will be offered on an experimental basis through May 31, 2014, unless earlier terminated by the Company. Its purpose is to test customer response to hourly price signals quoted by PJM Interconnection, L.L.C. ("PJM") or any other applicable independent system operator to supply electricity. Participation in the RTP Program offers customers the opportunity to manage their electric costs by either shifting load from higher price to lower price periods or by adding new load during lower price periods.

RATE:

In addition to any other charges under all other rate schedules applicable to customer's service, exclusive of Rider GEN, customers taking service under this Rider shall also pay the charges set forth below:

Charges:

Program Administrative Charge:	\$150.00 per month
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RTP Billing:

Customers taking service under this Rider will be billed based on the following calculation:

RTP Bill = Program Charge + RTP Energy Charge + RTP Fixed Charge + All Applicable Riders

RIDER RTP
Experimental Real Time Pricing Rider

RTP Energy Charge:

The RTP Energy Charge (RTPEC) is equal to the customers hourly energy usage applied to the hourly energy price quotes made publicly available by PJM, as defined in the LMP_t definition below.

The RTPEC is calculated as follows:

$$\text{RTPEC} = \sum_{t=1}^n (\text{kWh}_t \times \text{LMP}_t)$$

Where:

kWh_t = Customer's kilowatt-hour usage in hour t
t = An hour in the billing period
n = Total number of hours in the billing period
LMP_t = the "Day-Ahead" Locational Marginal Price, or "LMP" in hour t as defined and specified by PJM at the appropriate pricing node, as this node may be changed or superseded from time to time by PJM. In the event there is an error in the LMP reported by PJM, the Company shall apply such prices as corrected by PJM in monthly billings.

The Company shall not be responsible for failure of the customer to receive and act upon market based quotes. The customer is responsible for its access to the Internet for access to PJM pricing.

RTP Fixed Charges:

The following RTP Fixed Charges will apply, by rate schedule, for all kWhs per kWh:

	<u>Summer</u>	<u>Winter</u>
GS	2.3724¢	1.9371¢
GP	1.9424¢	1.5388¢
GSU	1.6604¢	1.2816¢
GT	1.5868¢	1.2089¢

For billing purposes, the winter rates shall be applicable beginning with service rendered September 1 through service rendered for May 31. The summer rates shall apply in all other billing periods.

RIDER CPP
Experimental Critical Peak Pricing Rider

AVAILABILITY:

This Rider is not available to customers during the period the customer takes electric generation service from a certified supplier. This Rider is not available to customers during the period the customer is taking service under Rider ELR, Rider OLR or Rider RTP.

The Experimental Critical Peak Pricing Rider (CPP) shall be applied in lieu of the Generation Service Rider (GEN) to customers participating in this voluntary experimental program.

The CPP Charge shall reflect time-of-day pricing, for all kWh per kWh, for both Summer and Winter seasons, as shown below:

RATE:

In addition to any other charges under all other rate schedules applicable to customer's service, exclusive of Rider GEN, customers taking service under this Rider shall also pay the charges set forth below:

Charges:

Program Administrative Charge:

\$37.50 per month

Capacity Charges

	<u>Summer</u>			<u>Winter</u>		
	<u>Midday Peak</u>	<u>Shoulder Peak</u>	<u>Off-Peak</u>	<u>Midday Peak</u>	<u>Shoulder Peak</u>	<u>Off-Peak</u>
GS	1.0545¢	1.0545¢	1.0545¢	1.0545¢	1.0545¢	1.0545¢
GP	0.8236¢	0.8236¢	0.8236¢	0.8236¢	0.8236¢	0.8236¢
GSU	0.6974¢	0.6974¢	0.6974¢	0.6974¢	0.6974¢	0.6974¢
GT	0.6292¢	0.6292¢	0.6292¢	0.6292¢	0.6292¢	0.6292¢

Energy Charges

	<u>Summer</u>			<u>Winter</u>		
	<u>Midday Peak</u>	<u>Shoulder Peak</u>	<u>Off-Peak</u>	<u>Midday Peak</u>	<u>Shoulder Peak</u>	<u>Off-Peak</u>
GS	6.4446¢	6.4446¢	3.8443¢	5.6685¢	6.4807¢	3.6525¢
GP	6.2210¢	6.2210¢	3.7109¢	5.4717¢	6.2557¢	3.5257¢
GSU	6.0460¢	6.0460¢	3.6065¢	5.3178¢	6.0797¢	3.4265¢
GT	6.0399¢	6.0399¢	3.6029¢	5.3125¢	6.0737¢	3.4231¢

Midday-peak time shall be noon to 6 p.m. EST, Monday through Friday, excluding holidays.

Shoulder-peak time shall be 6 a.m. to noon and 6 p.m. to 10 p.m. EST, Monday through Friday, excluding holidays.

Holidays are defined as New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Off-Peak shall be all other hours.

RIDER CPP
Experimental Critical Peak Pricing Rider

For billing purposes, the winter rates shall be applicable beginning with service rendered September 1 through service rendered for May 31. The summer rates shall apply in all other billing periods.

- * With day-ahead notification by the Company, the applicable Midday-Peak CPP Charge shall change to 30.2000¢ per kWh for up to 10 days for a period of 6 hours each day, noon to 6 p.m. EST, during the summer as determined by the Company ("Critical Peak Pricing Hours").

METERING:

The customer must arrange for interval metering consistent with the Company's Miscellaneous Charges, Tariff Sheet 75.

NOTIFICATION:

Customers served under this Rider shall be provided notification of Critical Peak Pricing Hours by the Company. Customers shall be provided clock times of the beginning and ending of Critical Peak Pricing Hours. Receipt of notifications of Critical Peak Pricing Hours shall be the sole responsibility of the customer.

Notification of Critical Peak Pricing Hours consists of an electronic message issued by the Company to a device or devices such as telephone, facsimile, pager or email, selected and provided by the customer and approved by the Company. Two-way information capability shall be incorporated by the Company and the customer in order to provide confirmation of receipt of notification messages. Operation, maintenance and functionality of such communication devices selected by the customer shall be the sole responsibility of the customer.

TERM:

This Rider shall expire with service rendered through May 31, 2014, unless earlier terminated by the Company.

A customer may terminate its participation in this Rider, effective with the next scheduled meter reading following at least 12 days notice to the Company by the customer. Customers who withdraw from participation in this Rider may not return to this Rider at any time.

RIDER GEN
Generation Service Rider

APPLICABILITY:

For customers taking the Standard Service Offer electric generation service ("SSO Generation Service") from the Company, the following Standard Service Offer Generation Charges (SSOGC) by rate schedule, will apply, effective for service rendered beginning June 1, 2011, for all kWhs per kWh, unless otherwise noted:

Capacity costs resulting from annual PJM auctions (including the PJM-administered Fixed Resource Requirement auctions conducted in March 2010) will be calculated by Company and by tariff schedule based on the average of coincident peaks, including distribution losses, for the months of June through September of the year prior to the year in which the auction occurred. The calculated wholesale capacity costs are used to develop capacity charges.

These calculated wholesale capacity costs will be converted to an energy basis and will then be subtracted from the SSO CBP results to develop the non-capacity related energy charges.

RATE:

<u>Capacity Charges</u>	<u>Summer</u>	<u>Winter</u>
RS	0.9200¢	0.9200¢
GS	1.0545¢	1.0545¢
GP	0.8236¢	0.8236¢
GSU	0.6974¢	0.6974¢
GT	0.6292¢	0.6292¢
STL	0.0000¢	0.0000¢
TRF	0.6976¢	0.6976¢
POL	0.0000¢	0.0000¢
<u>Energy Charges</u>	<u>Summer</u>	<u>Winter</u>
RS	5.7377¢	4.8230¢
GS	5.7377¢	4.8230¢
GP	5.5386¢	4.6556¢
GSU	5.3828¢	4.5246¢
GT	5.3774¢	4.5201¢
STL	5.7377¢	4.8230¢
TRF	5.7377¢	4.8230¢
POL	5.7377¢	4.8230¢

RIDER GEN
Generation Service Rider

TIME-OF-DAY OPTION:

For customers with the appropriate qualifying time-of-day metering and who elect to be served under the Time-Of-Day Option, the charge by rate schedule will be as shown below, for all kWhs, per kWh:

<u>Capacity Charges</u>	<u>Summer</u>			<u>Winter</u>		
	<u>Midday Peak</u>	<u>Shoulder Peak</u>	<u>Off-Peak</u>	<u>Midday Peak</u>	<u>Shoulder Peak</u>	<u>Off-Peak</u>
GS	1.0545¢	1.0545¢	1.0545¢	1.0545¢	1.0545¢	1.0545¢
GP	0.8236¢	0.8236¢	0.8236¢	0.8236¢	0.8236¢	0.8236¢
GSU	0.6974¢	0.6974¢	0.6974¢	0.6974¢	0.6974¢	0.6974¢
GT	0.6292¢	0.6292¢	0.6292¢	0.6292¢	0.6292¢	0.6292¢

<u>Energy Charges</u>	<u>Summer</u>			<u>Winter</u>		
	<u>Midday Peak</u>	<u>Shoulder Peak</u>	<u>Off-Peak</u>	<u>Midday Peak</u>	<u>Shoulder Peak</u>	<u>Off-Peak</u>
GS	10.0995¢	6.4446¢	3.8443¢	5.6685¢	6.4807¢	3.6525¢
GP	9.7490¢	6.2210¢	3.7109¢	5.4717¢	6.2557¢	3.5257¢
GSU	9.4748¢	6.0460¢	3.6065¢	5.3178¢	6.0797¢	3.4265¢
GT	9.4653¢	6.0399¢	3.6029¢	5.3125¢	6.0737¢	3.4231¢

Midday-peak time shall be noon to 6 p.m. EST, Monday through Friday, excluding holidays.

Shoulder-peak time shall be 6 a.m. to noon and 6 p.m. to 10 p.m. EST, Monday through Friday, excluding holidays.

Holidays are defined as New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Off-Peak shall be all other hours.

A customer may terminate its participation in this time-of-day option at any time effective with the next scheduled meter reading. A qualifying customer may return to the time-of-day option at any time after a hiatus from the time-of-day option of at least one (1) year.

METERING:

The customer must arrange for time-of-day metering consistent with the Company's Miscellaneous Charges, Tariff Sheet 75.

RIDER DSE
Demand Side Management and Energy Efficiency Rider

The Company reserves the right to revise such schedule consistent with the Commission's final rules, which may include modification or deletion of all or portions of this schedule.

APPLICABILITY:

Applicable to any customer that takes electric service under the Company's rate schedules. The following charges will apply, by rate schedule, effective for service rendered beginning June 1, 2011, for all kWhs per kWh:

<u>RATE:</u>	<u>DSE1</u>	<u>DSE2</u>
RS	0.0260¢	0.0000¢
GS	0.0260¢	0.0000¢
GP	0.0260¢	0.0000¢
GSU	0.0260¢	0.0000¢
GT	0.0260¢	0.0000¢
STL	0.0260¢	0.0000¢
TRF	0.0260¢	0.0000¢
POL	0.0260¢	0.0000¢

PROVISIONS:

1. The DSE1 charges set forth in this Rider recover costs incurred by the Company associated with customers taking service under the Economic Load Response Rider (ELR) and Optional Load Response Rider (OLR).
2. The DSE2 charges set forth in this Rider recover costs incurred by the Company associated with the programs that may be implemented by the Company to secure compliance with the, energy efficiency and peak demand reduction requirements in Section 4928.66, Revised Code through demand-response programs, energy efficiency programs, peak demand reduction programs, and self-directed demand-response, energy efficiency or other customer-sited programs. The costs initially deferred by the Company and subsequently fully recovered through this Rider will be all program costs, including but not limited to any customer incentives or rebates paid, applicable carrying costs, all reasonable administrative costs to conduct such programs, and lost distribution revenues resulting from the implementation of such programs.

RIDER UPDATES:

1. The DSE1 charges set forth in this Rider shall be updated semi-annually. No later than December 1st and June 1st of each year, the Company shall file with the PUCO a request for approval of the these charges which, unless otherwise ordered by the PUCO, shall become effective on a service rendered basis on January 1st and July 1st of each year, beginning with the January 1, 2010 effective date.

RIDER EDR
Economic Development Rider

a. Residential Non-Standard Credit Provision

APPLICABILITY:

Applicable to residential customers taking service under the Company's rate schedule RS to which the Company's Residential Distribution Credit Rider (RDC) applies. This Residential Non-Standard Credit Provision is not applied to customers during the period the customer takes electric generation service from a certified supplier.

RATE:

The following Residential Non-Standard credits are effective for service rendered beginning September 1, 2009, for all kWhs per kWh in excess of 500 kWhs per month which are consumed by the customer during the winter billing periods as defined in the Electric Service Regulations:

Customer rate schedule as of December 31, 2008

"Special Provisions" of Residential Standard Rate Schedule (Original Sheet No. 10)	(0.0000)¢
Residential Space Heating Rate (Original Sheet No. 11)	(1.9000)¢
Residential Optional Time-of-Day (Original Sheet No. 12)	(1.9000)¢
Residential Optional Controlled Service Rider (Original Sheet No. 14)	(1.9000)¢
Residential Load Management Rate (Original Sheet No. 17)	(1.9000)¢
Residential Water Heating Service (Original Sheet No. 18)	(0.0000)¢
Residential Optional Electrically Heated Apartment Rate (Original Sheet No. 19)	(1.9000)¢

b. Interruptible Credit Provision

APPLICABILITY:

Applicable to all customers who took service under the Company's interruptible tariffs set forth below as of February 1, 2008 and continue to take service based upon the Company's rate schedules GP, GSU, or GT in conjunction with the Company's Economic Load Response Program Rider (ELR). This Interruptible Credit Provision is not applied to customers during the period the customer takes electric generation service from a certified supplier.

Interruptible Electric Arc Furnace Rate	Original Sheet No. 29
Interruptible Rider – General Service Large and High Use Manufacturing	Original Sheet No. 73
Interruptible Rider – Metal Melting Load	Original Sheet No. 74
Interruptible Rider – Incremental Interruptible Service	Original Sheet No. 75

RATE:

The following interruptible credits will apply, by rate schedule, effective for service rendered beginning June 1, 2011 by unit of Curtailable Load, as defined in Rider ELR:

GP (per kW)	\$ (5.000)
GSU (per kW)	\$ (5.000)
GT (per kW)	\$ (5.000)

RIDER EDR
Economic Development Rider

c. Non Residential Credit Provision

APPLICABILITY:

Applicable to any customer taking General Service - Transmission (GT), Street Lighting (STL) and Traffic Lighting (TRF) service under the Company's rate schedules. This Non-Residential Credit Provision is not applied during the period a customer takes electric generation service from a certified supplier.

RATE:

The following credits will apply, by rate schedule, effective for service rendered beginning June 1, 2011, for all kWhs, per kWh:

GT	(0.0000)¢
STL	(1.7983)¢
TRF	(1.9698)¢

d. General Service - Transmission (Rate GT) Provision

APPLICABILITY:

Applicable to any customer taking service under the Company's General Service – Transmission (Rate GT). This provision is not avoidable for customers who take electric generation service from a certified supplier.

RATE:

The following charge will apply, effective for service rendered beginning June 1, 2009:

GT (per kVA of billing demand)	\$ 8.000
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The following credit will apply, effective for service rendered beginning June 1, 2011:

GT (all kWhs, per kWh)	(1.7263)¢
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ADDITIONAL PROVISION:

The charges provided for by Section (d) of this Rider shall be applied to the greater of (i) the measured monthly on-peak demand, or (ii) 25% of the measured monthly off-peak demand. Monthly on-peak demand is defined as the highest thirty (30) minute integrated kVA between the hours of 6:00 a.m. to 10:00 p.m. EST (equivalent to 7:00 a.m. to 11:00 p.m. EDT), Monday through Friday, excluding holidays. Holidays are defined as New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Monthly off-peak demand is defined as the highest thirty (30) minute integrated kVA for all other hours. This provision of Rider EDR is reconciled within this subpart (d) quarterly and is revenue neutral to the Companies.

RIDER EDR
Economic Development Rider

e. Standard Charge Provision

APPLICABILITY:

Applicable to any customer that takes electric service under the Company's rate schedules. This Standard Charge Provision is not avoidable for customers who take electric generation service from a certified supplier.

PURPOSE:

The charges provided for by Section (e) of this Rider recover the difference in revenues resulting from the application of rates in the otherwise applicable rate schedule, and the application of credits in sections (a), (b), (c), and (f) of this Rider.

RATE:

The following charges will apply, by rate schedule for all kWhs per kWh:

GS	0.3923¢
GP	0.3837¢

f. School Credit Provision

APPLICABILITY:

Applicable to any public school district building that either: 1) was served under the Company's Energy for Education II program on December 31, 2008, or 2) is a new public school district building in a school district served under the Company's Energy for Education II program on December 31, 2008 of which fifty-percent (50%) or more of the total square footage of such building is used for classroom-related purposes including any such building that is a mobile unit or temporary structure. This School Credit Provision is not applied to customers during the period the customer takes electric generation service from a certified supplier.

RATE:

All applicable charges specified in Company's Generation Service Rider (GEN) for General Service - Secondary ("Rate GS"), General Service Primary ("GP"), or General Service - Subtransmission ("GSU") rates, shall be reduced by 8.693 percent.

RIDER EDR
Economic Development Rider

g. Infrastructure Improvement Provision

APPLICABILITY:

Applicable to any customer that takes electric service under the Company's rate schedules with the exception of Street Lighting (STL), Traffic Lighting (TRF), and Private Outdoor Lighting (POL). This Infrastructure Improvement Provision is not avoidable for customers who take electric generation service from a certified supplier. Charges will be allocated in the same manner as the revenue was allocated in the Company's last distribution rate case, with the exception that no charges are allocated to the Street Lighting (STL), Traffic Lighting (TRF) and Private Outdoor Lighting (POL) schedules.

PURPOSE:

The charges provided for by Section (g) of this Rider recover costs associated with certain economic expansion and new employment in Ohio.

RATE:

The following charges will apply, by rate schedule for all kWhs per kWh:

RS	0.0468¢
GS	0.0313¢
GP	0.0123¢
GSU	0.0046¢
GT	0.0016¢

h. Automaker Credit Provision

APPLICABILITY:

Applicable to domestic automaker facilities with more than 45 million kilowatt-hours of consumption for the 12 monthly billing periods ended December 31, 2009 at a single site. This Automaker Credit Provision is available for customers who take electric generation service from a certified supplier.

RATE:

All credits included in Section (h) of this Rider are applied only to usage that exceeds the average of the customer's twelve (12) billing periods ended December 31, 2009 ("Baseline Usage").

First 20 percent of kWh's over Baseline Usage, per kWh	(1.0000)¢
All kWh's exceeding 20% over Baseline Usage, per kWh	(1.2000)¢

RIDER EDR
Economic Development Rider

i. Automaker Charge Provision

APPLICABILITY:

Applicable to any customer that takes electric service under the Company's rate schedules with the exception of General Service - Transmission (GT), Street Lighting (STL), Traffic Lighting (TRF), and Private Outdoor Lighting (POL). This Automaker Charge Provision is not avoidable for customers who take electric generation service from a certified supplier.

PURPOSE:

The charges provided for by Section (i) of this Rider recover costs associated with implementation of the Automaker Credit Provision.

RATE:

The following charge will apply effective for service rendered beginning June 1, 2011, for all kWhs per kWh:

Automaker Charge	0.0066¢
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RIDER UPDATES:

The charges contained in this Rider shall be updated and reconciled on a quarterly basis. No later than December 1st, March 1st, June 1st and September 1st of each year, the Company will file with the PUCO a request for approval of the Rider charges which, unless otherwise ordered by the PUCO, shall become effective on a service rendered basis on January 1st, April 1st, July 1st and October 1st of each year, beginning October 1, 2011. After May 31, 2014, all provisions of this Rider, except for the Infrastructure Improvement Provision - Section (g), shall be used for reconciliation purposes only.

RIDER NMB
Non-Market-Based Services Rider

APPLICABILITY:

Applicable to any customer who receives electric service under the Company's rate schedules. The Non-Market-Based Services Rider (NMB) charge will apply, by rate schedule, effective for service rendered as described below. This Rider is not avoidable for customers who take electric generation service from a certified supplier.

PURPOSE:

The Non-Market-Based Services Rider (NMB) will recover non-market-based costs, fees or charges imposed on or charged to the Company by FERC or a regional transmission organization, independent transmission operator, or similar organization approved by FERC including, but not limited to: (i) PJM Interconnection, L.L.C. ("PJM") charges assessed under Schedule 1 (Scheduling, System Control and Dispatch Service), Schedule 1A (Transmission Owner Scheduling, System Control and Dispatch Services), Schedule 2 (Reactive Supply and Voltage Control from Generation or Other Sources Services), "Network Integration Transmission Service (NITS)" under the PJM Agreements, Schedule 11 (Transitional Market Expansion Charge) and Schedule 12 (Transmission Enhancement Charge) of the PJM Tariff, and (ii) Midwest Independent Transmission System Operator, Inc. ("MISO") Transmission Expansion Plan (MTEP) charges assessed under Schedule 26 of the MISO Tariff, whether assessed directly by MISO, PJM or American Transmission Systems, Incorporated.

Rider NMB may be updated: 1) to account for changes in existing non-market-based costs, fees or charges and 2) to include any non-market-based costs, fees or charges that were not yet in effect on the effective date of this Rider and/or otherwise imposed on or charged to the Company by FERC or a regional transmission organization, independent transmission operator, or similar organization approved by FERC.

RATE:

The NMB charge for each rate schedule shall be calculated as follows:

$$\text{NMB} = \left[\frac{\text{NMBC} - \text{E}}{\text{BU}} \right] \times \left[\frac{1}{1 - \text{CAT}} \right]$$

Where:

NMBC = The amount of the Company's total projected Non-Market-Based Services-related costs for the Computation Period, allocated to each rate schedule.

The Computation Period over which NMB will apply shall be June 1 through May 31 of each year.

E = Starting June 1, 2012, any net over- or under-collection of the Non-Market-Based Services-related costs, including applicable interest, invoiced during the period from June 1, 2011 to March 31, 2012, allocated to rate schedules. Thereafter, E will be calculated for the 12-month period ending March 31 immediately preceding the Computation Period.

RIDER NMB
Non-Market-Based Services Rider

- BU** = Forecasted billing units for the Computation Period for each rate schedule.
- CAT** = The Commercial Activity Tax rate as established in Section 5751.03 of the Ohio Revised Code.

NMB charges:

RS (all kWhs, per kWh)	0.4157¢
GS* (per kW of Billing Demand)	\$ 1.2085
GP* (per kW of Billing Demand)	\$ 1.5605
GSU (per kVa of Billing Demand)	\$ 1.2595
GT (per kVa of Billing Demand)	\$ 1.2591
STL (all kWhs, per kWh)	0.0000¢
TRF (all kWhs, per kWh)	0.3152¢
POL (all kWhs, per kWh)	0.0000¢

- * Separately metered outdoor recreation facilities owned by non-profit, governmental and educational institutions, such as athletic fields, served under Rate GS or GP, primarily for lighting purposes, will be charged per the NMB charge applicable to Rate Schedule POL.

RIDER UPDATES:

The charges contained in this Rider shall be updated and reconciled on an annual basis. The Company will file with the PUCO a request for approval of the Rider NMB charges on or before May 1 of each year which, shall become effective on a service rendered basis on June 1 through May 31 of the subsequent year, unless otherwise ordered by the Commission.

RIDER DCR
Delivery Capital Recovery Rider

APPLICABILITY:

Applicable to any customer who receives electric service under the Company's rate schedules set forth below. The Delivery Capital Recovery Rider (DCR) charges will apply, by rate schedule, effective for bills rendered beginning January 1, 2012. This Rider is not avoidable for customers who take electric generation service from a certified supplier.

RATE:

RS (all kWhs, per kWh)	0.0000¢
GS (per kW of Billing Demand)	\$ 0.0000
GP (per kW of Billing Demand)	\$ 0.0000
GSU (per kVa of Billing Demand)	\$ 0.0000

PROVISIONS:

The charges set forth in this Rider recover costs associated with delivery plant investments made since the date certain in Case No. 07-551-EL-AIR, exclusive of any delivery plant investments being recovered elsewhere.

RIDER UPDATES:

The charges contained in this Rider shall be updated on a quarterly basis. No later than October 31st, January 31st, April 30th and July 30th of each year, the Company will file with the PUCO a request for approval of the Rider charges which, unless otherwise ordered by the PUCO, shall become effective on a bills rendered basis on January 1st, April 1st, July 1st and October 1st of each year.

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Case No(s). 10-0388-EL-SSO, 89-6006-EL-TRF

Summary: Tariff pages on behalf of Ohio Edison Company in response to and in accordance with the Commission Opinion and Order in Case No. 10-388-EL-SSO dated August 25, 2010 adopting the Stipulation and Recommendation, Supplemental Stipulation, and Second Supplemental Stipulation electronically filed by Mr. George A Yurchisin on behalf of FirstEnergy Corp. and Mikkelsen, Eileen M.